

New Demands Force City Strike Crisis

CZAR CLOSING IN KON KOVEL AND LEMBERG

Russians Continue Gains in Tremendous Series of Battles.

WEDGE BETWEEN TEUTONS WIDENED

Von Bothmer's Army Still Holding the Strypa Lines.

By ARTHUR S. DRAPER.

London, Aug. 2.—The tremendous series of battles for Kovel and Lemberg continued to-day to develop successfully for the Russians, and the capture of both places is now considered by military experts to be assured. So strong is this feeling that attention is already being turned to the situation as it will be after their fall—to the question of what line the Austro-German forces will next attempt to hold, and to how successful they will be in withdrawing their shattered armies to it.

Little definite information as to the day's fighting can be drawn from either the Russian or Allied official statements. Both record Teutonic counter attacks, the Germans claiming success and the Russians defeat for them. The Germans also assert that Russian blows both against the Strypa line and the new German positions west of the Stokhod were repulsed.

Information reaching here, however, shows that the Russians are continuing their advance on all fronts. At the northern end of the battle line, between the two railroads diverging from Kovel, General Kaledines' forces are reported to be only ten miles from the city, a gain of ten miles in two days.

Russian Wedge Widened.

Further south they have widened and deepened the wedge they were driving between the German and Austrian sectors of the line till the separation is almost complete, and cooperation between the two will be almost impossible till they have retreated many miles. Another day is likely to put Kaledines across the Lemberg-Kovel railway, cutting all direct communication.

The Strypa lines of Von Bothmer's army are apparently still holding, in spite of the increasing threat from the north. South of them more Russian attacks are being made. It is here that the Germans claim success, but private advice says the Russians are continuing to sweep to the flank and rear of this army, and are almost within striking distance of the railroad from Tarnopol to Lemberg, running through Berezany, which is the only line open for the retreat of Bothmer's army of more than 150,000 men.

These enveloping movements are proceeding rapidly, against Kovel, Lemberg and Bothmer's forces. The armies of von Boehm-Ermoloff and von Linington are believed incapable of offering any very serious resistance to the wedge which is being forced between them, and it is taken for granted that, no matter how well the salients hold, the Russians will soon be on the flank of both the cities aimed at. There is a wide marsh before Kovel which is expected to delay the direct assault, but the city is believed sure to fall as soon as General Brusiloff's forces which are coming up from the direction of Vladimir Volynski get around the southern end of this.

Trap Menaces Teuton Army.

There is much speculation here whether the Germans will be able to extricate all the forces they have had on the Stokhod line. To-day's reports that there is still fighting near that line, when it is known that the Russian advance from the north is at least fifteen miles in the rear of it, and that the south is close to the line of retreat on Kovel, gives rise to hopes that these forces are in no better position than those on the Strypa, and that another of the great captures of Teutonic forces which have marked the Russian drive is imminent.

The drive at Vladimir-Volynski is also opening the way for the capture of Lemberg, since it exposes the left flank of von Linington's army defending that city. With General Letichitsky's forces advancing up the Zlota Lipa the defenders of the Galician capital are being caught in the jaws of a pincers which will soon squeeze them out. This trap is expected to close more slowly, but not less surely, than that around Kovel.

The unofficial reports that the Teutons have already begun to move their stores out of Kovel were repeated to-day, and joined with them was a circumstantial report that a similar movement from Lemberg had begun. The civilian population there has been on the move for some days, and evidence is accumulating that the Teutons have given up hope of saving the city.

Indications now are that the next

Weeping Parents Left as Germans Deport Girls

Guard Soldiers Even Refused to Help Tear 25,000
French Inhabitants from Their Homes—
Many Scenes of Sacrifice.

Paris, Aug. 2.—Poignant details of the deportation at an hour and a half's notice of 25,000 citizens from the French towns of Lille, Roubaix and Tourcoing by the Germans last Easter are given in a French Yellow Book released for publication to-day.

The German orders were for the people in certain districts of these towns to assemble in readiness for departure at their front doors, which were to be left open, and none was to leave the house before 8 a. m. The orders stated that "all protests will be useless, and any one trying to evade deportation will be pitilessly punished."

The victims in all cases were chosen arbitrarily by the officers in charge of the deporting party. Each person singled out for deportation was allowed sixty pounds of baggage, which it was recommended should consist of utensils for eating and drinking, a blanket, good shoes and personal linen. If any one exceeded this weight his or her whole baggage was to be thrown aside.

Great Anguish Caused.

Each bundle was to be made up separately for one person and supplied with a tag showing the address, name and number identity card. When at their destination the deported persons were allowed to write to their relatives once a month. The Yellow Book continues:

"The measure caused the greatest anguish and despair among the population of the notified districts, while, in some cases, it led to madness. Many people became so ill they had to take to their beds.

"Parents especially suffered torture at seeing their wives, daughters and children of both sexes over the age of fourteen led away or packed into streetcars promiscuously with had characters of all sorts, male and female, not knowing what was to be their destination or fate. The anguish was renewed night after night during the ten days of Easter.

"The protests of Mayors and other officials went unheeded. A bishop who intervened personally was told by a general: 'You, bishop, shut up and be off.'

"Girls of Aristocracy Freed.

"At the beginning of the deportations some girls of the aristocracy were seized, but they soon were released, as were also daughters of those in the houses where German officers were billeted.

"At Roubaix the Prussian Guard refused to participate in the raids, and the work had to be done by the 64th Regiment from Verdun. Some soldiers engaged in the deportation were even seen to shed tears.

"A large proportion of the young women taken belonged to the servant class, several of whom volunteered to go in the place of their employers' daughters. On the other hand, many young women of the better classes wanted to accompany the servant girls of their family. When those deported were conveyed to the railway station and loaded into the cattle trucks they kept crying: 'Vive la France' and singing the 'Marseillaise.'

"Upward of 200 affidavits are appended, each dealing with incidents of the deportations.

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AMERICAN FLIER SMASHES FOKKER

Givas Lufbery to Get Croix de Guerre—Six American Heroes Praised.

(By Cable to The Tribune.)

Paris, Aug. 2.—It was Givas Lufbery, of the American Air Squadron, who brought down the German aeroplane mentioned in yesterday's French aviation communication. Though Lufbery was the first American to enlist in the French flying corps, this was his first enemy machine prize, as for a year he had been in observation work, and only recently had been transferred to the fighting force.

On Monday morning he was flying alone, ten kilometers inside the German lines, when he sighted a Fokker under him. Lufbery swooped down, got under the tail of the Fokker and raked it with ten shots from his machine gun and killed the pilot. As the Fokker turned and dropped sideways Lufbery followed it to within a thousand feet of the earth and saw it dashed to pieces and the fragments on fire.

Three German machines chased Lufbery to the French lines, but he escaped and landed safely. A French artillery observer who saw the fight reported it to headquarters and Lufbery was proposed for the military medal Croix de Guerre. He is the fifth American aviator so decorated.

Six members of the American field ambulance—three from the metropolitan district of New York—were cited to-day in the orders of the day of the French army.

Thomas Potter, of New York; Everett Jackson, of Colorado Springs, Colo.; Walter Wheeler, of Yonkers, N. Y.; John Clark, of Flushing, N. Y., are each mentioned separately for calm intrepidity and devotion amid perilous conditions.

Brooke Leonard Edwards, of Philadelphia, is named as having shown "the greatest courage and coolness in seeking the wounded in the advance, although his ambulance was damaged by bursting shells."

James Hilton Sponagle, of Gloucester, Mass., is cited for "remarkable coolness in remaining his motor on the road under violent bombardment."

Section No. 1 of the ambulance corps is also cited as "crossing many times a locality intensely bombarded with poisonous gas shells and working without rest for thirty-two hours."

BOY WHO BEAT HIS DAD
FINED BY ANGRY JUDGE

"Is There No Respect for a Father?" Court Asks.

"There is no worse villain in the world than a boy who will beat his father, and the only place for one who will even attempt to do such a thing is in jail. You are young and I do not want you to go through the world branded as a criminal, so I will let you off with a \$25 fine."

Recorder William J. Cain of Bayonne thus addressed Arthur Rackley, twenty years old, of 276 Broadway, Bayonne, yesterday, when he was arraigned, charged by William Rackley, his father, with assault and battery.

Rackley declared his father had struck him first.

"If your mother struck you would you beat her any give her a black eye?" inquired the Recorder.

"No," answered the prisoner.

"But there is no respect for a father at all," shouted the Court. "If you come before me again you get a year in jail, where you belong."

DEUTSCHLAND PASSES CAPES IN DARKNESS

Press Boat and Con- voy Tug Accompany Her That Far.

ALLIED WARSHIPS NOT IN SIGHT

Whether the U-Boat Sub- merged Within 3-Mile Limit Is Not Known.

Norfolk, Va., Aug. 2.—The German submarine merchantman Deutschland passed quietly out of the Virginia Capes at 8:30 o'clock to-night on her homeward voyage, apparently unobserved by the Allied warships patrol waiting outside the three-mile limit. She was accompanied to the Capes only by the tug Thomas F. Timmins, which had conducted her down the bay from Baltimore, and by a newspaper dispatch boat.

The departure of the Deutschland to sea followed an eighteen-mile dash through the lower Chesapeake Bay. After proceeding slowly most of the way down she increased her speed at 6:30 and soon reached the capes. None of the Allied cruisers was visible as she passed through.

Whether she submerged before reaching the three-mile limit is unknown. The two accompanying boats only know that she disappeared unharmed and that to all appearances she had a clear field ahead to a point where she could submerge in safety.

Half an hour after the last light of the Deutschland had disappeared the Timmins, seemingly satisfied with her work, turned back and headed up Chesapeake Bay in the direction of Baltimore.

Timmins First to Report
Undersea Liner's Escape

Washington, Aug. 2.—The submarine freighter Deutschland passed out of American waters at 8:30 to-night, according to the officers of the tug Thomas F. Timmins which accompanied her from Baltimore. The information was transmitted to the Navy Department by the destroyer Sterrett, which was on neutrality duty at the Virginia Capes and which interrupted a wireless message from the Timmins, said: "The submarine has passed out of the Capes and passed the three-mile limit at 8:30."

While predictions have been general that the Deutschland would make her attempt to pass through the cordon of British cruisers off the Capes to-night, few naval men here believed that she would do so, and they are not convinced by the new report. Her coming down the bay was so well advertised that the Allied warships would naturally be completely on the alert. The navy experts believe that the chances against the submarine are so heavy that she would manoeuvre carefully to put the cruisers off their guard before making her dash.

Because of this they believe that, in spite of the Timmins report, she is still inside the capes. They point out that the submarine to submerge, have the Timmins, which is manned by sailors in thorough sympathy with her, announce that she was gone, and then wait. She could remain submerged for days, coming up for a breathing spell at night and then would be some hope that the British vigilance would relax in that time. At least when the submarine did finally make her attempt there would be no advance warning and her chances would be better than to-night.

The fact that the last previous reports from Newport News said the submarine was well inside the bay at a point where she could not reach the capes before 10 o'clock at the earliest, is cited to support this theory.

No Record of U-Boat's
Passage of the Capes

(By Telegram to The Tribune.)

Norfolk, Va., Aug. 2.—Away from the frequented channels of the Chesapeake, and hidden by the hills of Mathews County, the submersible Deutschland and her convoy, the tug Thomas F. Timmins, spent all of this afternoon in the deep water off Newport News. Less than three hours distant from the Cape Henry Lighthouse, guarding the entrance to the Capes, it is believed that before morning the giant submersible will make her dash toward the open sea and attempt to pass the Allied warships maintaining a cordon just outside the three-mile safety limit.

The fact that as late as 4 o'clock no Virginia pilot had been signalled by Captain Koenig precluded the idea, from the opinion of marine men, that the Deutschland intended to enter Hampton Roads or proceed to Newport News. Without a Virginia pilot, it is pointed out, the Deutschland would be in violation of the navigation laws. It is an open secret that the Deutschland has set Bremen as her objective port on the

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DENIED MERCY, CASEMENT DIES THIS MORNING

Lord Cecil Announces British Cabinet's Decision.

CONDEMNED MAN NOW A CATHOLIC

Bids Farewell to Relatives —Execution To Be Private.

London, Aug. 2.—Roger Casement will be executed in the Pentonville prison at 5 o'clock to-morrow morning for high treason. Lord Robert Cecil, Minister of War Trade, today made known that it was the British government's determination not to reprieve Casement.

Beyond the statement of Lord Robert, which was in defence of the government's determination, no formal announcement to the effect that the execution would take place to-morrow had been made public. Officials intimated, however, that this is the usual procedure, as a sentence on a convict carries with it the natural supposition of execution, the only occasion for an official announcement being the granting of a reprieve or a commutation of sentence.

While the government maintains silence as to the final efforts made on behalf of Casement, it is known that petitions were received as late as today. The Foreign Office says no communication has been received from the State Department at Washington requesting a reprieve.

Cabinet Has Decided.

The whole subject surrounding Casement's case has been seriously considered by the Cabinet, and the determination to let the law take its course proved unalterable. The decision of the government will cause some surprise, as the opinion had become widespread that the sentence of Casement would be commuted at the last moment to life imprisonment. Lord Robert Cecil, in discussing the government's determination to allow the execution to proceed, made it plain that this step was irrevocable.

Mr. Duffy, Roger Casement's solicitor, said this afternoon that he had reason to believe there would be no reprieve in the case of the former convict.

Mr. Duffy is responsible for the statement that the condemned man has embraced the Catholic religion since the passing of the death sentence, having received instructions and daily ministrations from a priest visiting his cell.

Mr. Duffy also declared that the prisoner had now seen and bade farewell to his nearer relatives, who spent some time with him at the jail. The same time with him at the head by a doorman, he is reported as unusually cheerful, bearing himself as one unconcerned.

Execution To Be Private.

The execution will be private. Premier Asquith had received an extensively signed petition from Ireland, but, beyond a formal acknowledgment, he had not further communicated with its originators.

Casement, according to Solicitor Duffy, remains unconcerned. He no longer looks dejected or depressed and betrays no emotion as the hour for his execution approaches. He eats well, favors fruit and iced drinks.

In explanation of the government's refusal to reprieve Casement, Lord Cecil gave out the following statement: "No doubt of Casement's guilt exists. No one doubts that the court and jury arrived at the right verdict. The only ground for a reprieve would be political expediency, a difficult ground to put forward in this country.

"This country never could strain the law to punish a man for the same reason that it could not strain the law to let one off."

"The Irish rebellion began with the

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MANHATTAN—QUEENS TIE-UP IS IMPENDING

Mayor Hastily Calls New Confer- ence When Labor Heads Present Terms for "Green Car" Lines.

INTERBOROUGH RAISES PAY; UNION BIDS MEN ORGANIZE

Leaders Claim Brooklyn, Staten Island and Power Houses—P. S. C. May Ask Legis- lature for Wage Board.

Every surface car in Manhattan and Queens may soon be added to those of The Bronx which are tied up by strikers. Demands already have been made by the motormen and conductors which mean the prompt calling of a strike unless they are granted. On the question of wages the men are willing to arbitrate, but the union issue they will not submit to arbitration.

William B. Fitzgerald, general executive board member for the carmen's union, declared yesterday that the strike would not be called to-day. Nothing could stop it, however, he said, when the time was set. A general increase in wages granted yesterday by the Interborough would not have the slightest effect, he declared.

Union Has Declared War.

One after another he intends to call out the men on every transportation line in the city unless the demands are acceded to. The demands will be made when a majority of the employees have been organized. Already the union claims a majority of the motormen and conductors on sixteen of the Brooklyn Rapid Transit lines, and asserts that the organization of Staten Island carmen is virtually complete.

The union is reaching out even for the men in the power houses, and it is prophesied that when a strike is called not a branch of the service will escape.

Demands for a wage increase and recognition of the carmen's union were formally made yesterday by the employees of the New York Railways Company and the New York & Queens County Railway Company, which operate all the green cars in Manhattan and Queens. These demands are similar to those made upon the Third Avenue system.

Mayor Orders Conference.

Copies of the demands were immediately presented to Mayor Mitchell by William D. Mahon, president of the Amalgamated Association of Street and Electric Railway Employees. In his second effort to settle the differences the Mayor at once arranged a conference for this morning, at the City Hall, between Mahon, William B. Fitzgerald, Louis Tridiger, counsel for the carmen, and other union officials, and Theodore P. Shonts, president of the Interborough Rapid Transit Company, the holding concern for the green car systems.

This conference appears foredoomed to failure, in view of the fact that Mr. Shonts has repeatedly stated that he is unalterably opposed to the organization of his employees, and that the union officials have flatly refused to arbitrate the question of organization.

Last night the situation was made more threatening by the statement of union officials that the organization of the streetcar employees in Staten Island has been virtually completed, and that a majority of the men employed on sixteen lines of the Brooklyn Rapid Transit Company have joined the union.

Mayor Mitchell, it is understood, will urge both sides to make concessions in order to prevent a complete demoralization of streetcar service.

Interborough Raises Wages.

The Interborough met the activities of the union officials who are seeking to organize its employees by announcing yesterday, through Mr. Shonts, an increase in wages affecting every class of employees in the station and operating departments of the subway and elevated lines. This increase ranges from 10 cents to 60 cents a day, and concerns guards, conductors, motormen, towermen, switchmen, special officers and others. It is effective as from August 1.

Two hours after the announcement of the new wage scale Mr. Fitzgerald declared that it would not check or affect in any manner the organization of the subway and elevated men.

The Public Service Commission yesterday began an investigation into the causes that led up to the strike on the Third Avenue system in Westchester, The Bronx and Manhattan. This investigation is expected to result in a recommendation to the Legislature for the formation of a wage board, which shall have power to regulate wages on street railway and electric lines.

Union Was Recognized.

Perhaps the most important development of the new wage scale Mr. Fitzgerald declared that the strike on the Third Avenue system had recognized the union in so far as it concerned the Yonkers and Westchester lines, and that Frederick W. Whitridge, receiver and the head of the company, had agreed in 1913 to submit to arbitration all differences arising between the road and its employees.

With the likelihood that the strike will spread to Queens, the Police Department took steps yesterday to put

MUNITIONS SHIP SHELLS HARBOR

Missile from Burning Craft Fires Schooner and Wounds Fireman.

The four masted schooner George W. Elzey, laden with ammunition and salt, caught fire yesterday at Long Dock, in the Erie Basin, Brooklyn. As the fire gained headway, the shells began to explode.

Charles Zeltman, of Engine Company 202, had his left arm nearly ripped out, and the flying missiles carried the blaze to the schooner George M. Grant.

The fireboats New Yorker, William J. Gaynor and Seth Low stood in close, but the Elzey was gutted and about \$500 damage was done to the Grant. How the Elzey obtained permission to lie there, in view of the stringent regulations for ammunition-laden craft, is unknown.

Preliminary investigation last night showed that the fire had started probably by a workman stepping on some fulminate of mercury from a Du Pont shell.

Bad luck has been associated by dockmen with the Elzey since Sunday. She was tied up at the Lehigh Valley Dock in Jersey City at the time of the big explosion. When slightly damaged she was cut adrift, and floated down the bay till picked up by a tug and towed into Erie Basin. On Monday another accident added to the talk of a jinx, when a shell exploded. John Johnson, a carpenter at work on the vessel, was badly wounded, and has been at the point of death ever since.

The Elzey was the property of George W. Elzey, Jr., of Bethel, Delaware. Mr. Elzey, it was said yesterday, may be called to appear for the investigation.

BRITISH BOMBARD
ASIA MINOR PORT

Detachment Landed by Fleet at
Moulebit.

Mitylene, Greece, Aug. 3.—A British fleet has bombarded Moulebit, on the coast of Asia Minor, and landed a small detachment.

SAY GERMANS ANCHORED
MINE IN TRADE ROUTE

London, August 2.—Reuters' Telegram Company says it has been informed that there is no doubt whatever that the Dutch steamer Konigin Wilhelmina, which was sunk by a mine near the North Hinder Lightship last Monday, was sent to the bottom by a German mine which had been deliberately anchored on the trade route by a German submarine.

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